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Travel Patterns of Older Americans with Disabilities
Meg Sweeney

Abstract

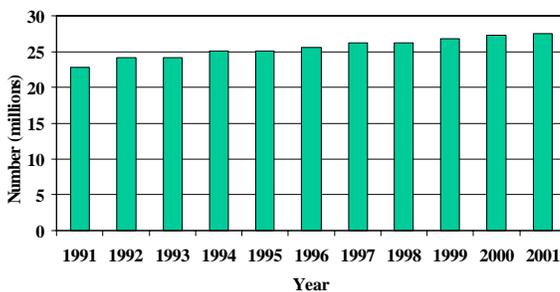
There are currently about 35 million adults aged 65 and older in the U.S. and this number is projected to double by 2030 (U.S. Census Bureau). Medical and health impairments associated with this population raise concern about the impaired person's ability to drive and remain mobile. This report uses data from the Bureau of Transportation Statistics *Transportation Availability and Use Survey (2002)* to examine travel patterns of older U.S. residents with disabilities and compares these patterns to those of older residents without disabilities as well as to younger people with disabilities. Findings indicate that elderly persons with disabilities remain mobile. There is a heavy reliance on the use of the private motor vehicle (PMV) for both local and long distance travel. Although many of the elderly persons without disabilities are driving, many of the elderly with disabilities are riding as passengers in PMVs.

KEYWORDS: aged drivers, handicapped drivers, travel patterns, statistical analysis, travel surveys, aged, older Americans

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Currently, there are about 35 million adults aged 65 and older in the U.S. (about 13 percent of the population) and this number is projected to double by 2030 (U.S. Census Bureau). Accordingly, there will be an increased number of drivers aged 65 and older as well as an increased number of people needing and using the transportation system. In 2001, there were an estimated 27.5 million licensed drivers in the U.S. age 65 and older; 4.7 million more than in 1991 (see Figure 1) (Federal Highway Administration). On a daily basis, adults aged 65 and older make 3.4 trips (U.S. Department of Transportation, Bureau of Transportation Statistics [US DOT, BTS], 2003a). Foley, Guralnik, Brock, and Heimovitz (2002) report that drivers aged 70 to 74 could expect to drive for another 11 years.

Figure 1. Number of licensed drivers age 65 and older in the U.S.



SOURCE: Federal Highway Administration

However, as people age, there is an increased likelihood of medical or health impairment. The U.S. Census 2000 shows that almost 42 percent of those aged 65 and older have a disability compared to 19 percent of those aged 16 to 64.¹ Specifically, 4.7 million people 65 years and older report a sensory disability, 9.5 million report a physical disability, 3.6 report a mental disability, 3.2 report a self-care disability and 6.8 report a disability that prevents them from going outside the home (a person may report more than one type of disability).

The potential of incurring a disability is a concern because these impairments can affect driving ability (See Wang, Kosinski, Schwartzberg, and Shanklin, 2003 for summary information). For example, age and disease-related changes of the eye and brain may affect visual acuity, visual field, and night vision. Some, such as night vision may be treated medically or behaviorally by avoiding nighttime or low visibility driving. Musculoskeletal disabilities can compromise motor strength and range of motion and in

¹ The Census 2000 has two items comprised of six elements that address disability: 16. Does this person have any of the following long-lasting conditions: a. Blindness, deafness, or a severe vision or hearing impairment? b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? 17. Because of a physical, mental, or emotional condition lasting 6 months or more, does this person have any difficulty in doing any of the following activities: a. Learning, remembering, or concentrating? b. Dressing, bathing, or getting around inside the home? c. (Answer if this person is 16 years old or over.) Going outside the home alone to shop or visit a doctor's office? d. (Answer if this person is 16 years old or over.) Working at a job or business? Unless otherwise specified, questions 16 and 17 were asked of a sample of the population 5 years old and over.

some cases may be countered with rehabilitative therapy, medical treatment, or adaptive automobile devices.

Nevertheless, medical and health impairments associated with aging and disabilities raise concern about the impaired person's ability to drive and eventually his or her ability to remain mobile. In 2003 the Bureau of Transportation Statistics (US DOT, BTS 2003b) reported that almost 4 percent of persons with disabilities (an estimated 1.9 million) are homebound and their average age was 66 years. This report uses data from the BTS *Transportation Availability and Use Survey* (2002) to examine travel patterns of older U.S residents with disabilities and compares these patterns to those of older residents without disabilities as well as to younger people with disabilities.

Method

Data Source. The data used in this report are from the Bureau of Transportation Statistics' *Transportation Availability and Use Survey*. This survey collected information about transportation use by persons with physical, mental, or emotional disabilities. In order to ensure full access to the interview by all respondents, the extended questionnaire was available by computer-assisted telephone interviewing (CATI), by mail, and by internet. Interviews began on July 12, 2002 and closed on September 29, 2002. Of the 5,019 interviews completed, 2,321 were with disabled people (self identified through the Census 2000, Americans with Disabilities Act (ADA) or special education questions) and 2,698 with nondisabled people. Survey weights were developed to reduce bias introduced by nonresponse cases, unknown residential status, nontelephone households, multiple telephone line households, and subsampling for disability status. Additional information on the weighting and variance estimation procedures is available as part of the survey documentation (US DOT, BTS 2003c).

Definition of Disability. Survey respondents were asked to self-identify disability according to several definitions including the Census 2000 definition (see Table 1), the ADA definition which considers disability as a physical or mental impairment that substantially limits one or more of the major life activities, and a definition that addresses whether a child in the household received "special education services". In this report, the Census definition is used to define disability status because it allows for comparability with US Census results.

Age categories. Persons of any age (including children) were eligible to respond to the survey. Proxy interviews with knowledgeable respondents were required for people under the age of 16 years as well as for those who were unable to complete the interviews for themselves due to the severity of their impairments.

In this report, three broad categories of age are defined: < 25 years, 25-64 years, and 65 years and older (referred to as older or elder in this report).

Table 1. Questions asked in the Bureau of Transportation Statistics' <i>Transportation Availability and Use Survey</i> , 2002.
C3. A focus of this survey is on transportation needs of persons with disabilities. Do you have any of the following long lasting conditions (Excludes healthy infants and children):
a. Blindness, deafness, or a severe vision or hearing impairment?
b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying?
C4. Because of a physical, mental, or emotional condition lasting 6 months or more, do you have any difficulty in doing any of the following activities (Excludes healthy infants and children):
a. Learning, remembering or concentrating?
b. Dressing, bathing, or getting around inside the home?
c. Going outside the home alone to shop or visit a doctor's office? (Not asked to subjects under 16 years of age)
d. Working at a job or business? (Not asked to subjects under 16 years of age)

Procedures. Weighted data were used for analyses. Weighted percents and standard errors were calculated using SUDAAN. SUDAAN was designed to analyze data from complex sample surveys and other observational and experimental studies involving repeated measures and cluster-correlated data. Jackknife replication was used for variance estimation of parameters. Independent significance tests ($p < .05$) comparing the elderly disabled with the elderly nondisabled, the disabled aged 25-64 and the disabled < 25 years. All comparisons cited in the results section are significant and reflect differences based on weighted percentages or weighted means, not estimated numbers. Tables containing weighted percentages and standard errors are contained in Appendix A.

Results

General Information On average, elderly disabled leave home less often (4.0 days per week) than the younger disabled (5.1 days for those aged 25-64 and 5.6 days per week for those < 25) and the elderly nondisabled (5.6 days per week) (Table A1). While the proportion of elderly disabled making frequent trips from the home per week is not as great as for their nondisabled counterparts (44 percent left the house 5-7 days per week compared to 74 percent), this level of activity still equates to about 6.0 million elderly disabled making trips outside their home almost daily. However, about 9 percent (about 1.2 million) of the elderly disabled never leave home (Table A2). As a group, one-quarter of the elderly disabled describe their disability as severe, however, of those that never leave home almost 60 percent report their disability as severe (Tables A3 and A4).

About 31.9 percent of the elderly disabled need specialized assistance or equipment to travel outside the home compared to 22.4 percent of the disabled aged 25-64 and 9.5 percent of the disabled less than 25 years old (Table A5). The most frequent types of assistance and equipment needed by the elderly disabled are (Table A6):

Cane, crutches, or walker (57.1 %),
Assistance from person while outside the home (38.7%),
Manual wheelchair (26.5%), and
Assistance from person while inside the home (19.3%).

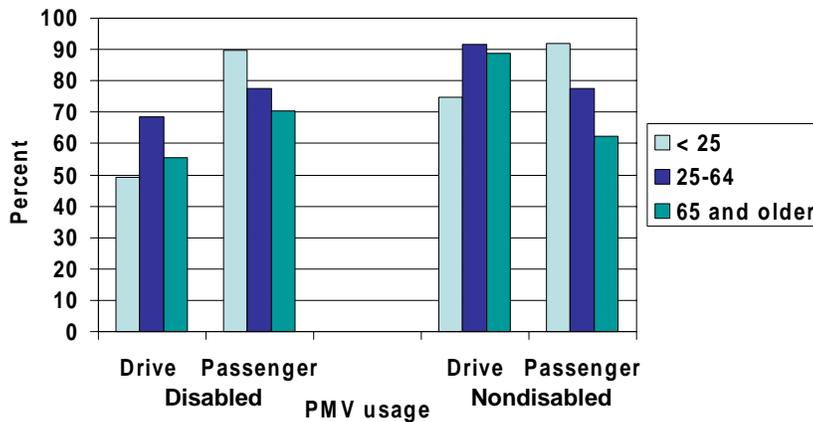
About 12 percent of the disabled have difficulty getting the transportation (Table A5). Small sample sizes preclude statements about the elderly disabled, however, for the disabled, the most frequently cited problems with getting the needed transportation (Table A7) include no/limited transportation (33.5%), Not having a car (26.1%), disability makes transportation hard to use (16.9 %) and no one to depend on (11.7%).

Transportation used for local travel

Private Motor Vehicle Use. Approximately 60 percent (about 7.7 million) of the elderly disabled are currently driving (Table A8). Proportionately, fewer of the elderly disabled are driving than of the disabled aged 25-64 (71 percent) or the elderly nondisabled (90 percent).

When asked about the type of transportation used in the past month, regardless of age group or disability status, the private motor vehicle (PMV) was reported more than any other mode of transportation (Table A9). Shown in Figure 2, fewer of the elderly disabled drove a PMV (55.6 percent) than the disabled aged 25-64 (68.6 percent) and the elderly nondisabled (88.8 percent). However, 70.5 percent of the elderly disabled rode as a passenger in a PMV compared to 62.2 percent of the elderly nondisabled. Perhaps reflecting the finding that the disabled < 25 age group contains children not yet old enough to drive, fewer of the elderly disabled rode as a passenger in a PMV than the persons with disabilities aged < 25 (89.6 percent).

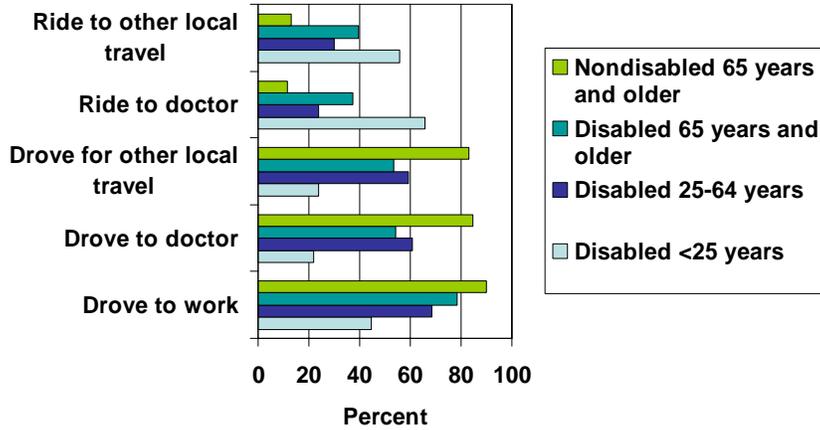
Figure 2. Private Motor Vehicle use



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

PMVs are used most frequently by the elderly disabled to commute to work, the doctor, or for other local travel (see Figure 3). As is true for the elderly nondisabled and the younger disabled, more drove a PMV to work than rode as a passenger. Of the elderly disabled that work, 78 percent drove a PMV. (Tables A10 and A11). Although 54.2 percent of the elderly disabled drove going to the doctor, more rode as a passenger in a PMV (37.4 percent) than the disabled aged 25-64 (28.9 percent) and elderly nondisabled (11.6 percent) (Table A12). For other local travel such as for shopping and recreation, 53.6 percent of the elderly disabled drove a motor vehicle and 39.6 percent rode as passengers in a personal motor vehicle (Table A13). More of the disabled < 25 rode as a passenger in a PMV commuting to the doctor (65.7 percent), or other local travel (55.9 percent) than the elderly disabled, however, because this age group includes children less than driving age the high percentage is not unexpected.

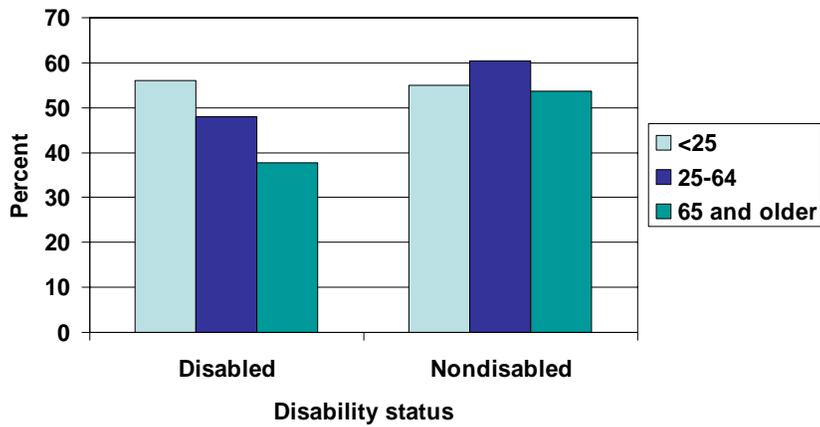
Figure 3. PMV use when traveling to work, doctor or other local destination



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

Walking. Shown in Figure 4, about 37.7 percent of the elderly disabled walked in the month previous to the survey; fewer than the other disabled or nondisabled age groups (Table A9). Additionally, fewer of the elderly walkers reported problems experienced while walking (30.7 percent) than the disabled aged 25-64 (56.6 percent) (Table A14 and Table A15). The most frequently cited problems by the elderly disabled were potholes and cracks (6.1 percent) and insensitive/unaware drivers (5.1 percent) which were also cited by younger disabled and elderly nondisabled walkers frequently, however, results must be viewed with caution due to small sample size.

Figure 4. Walking



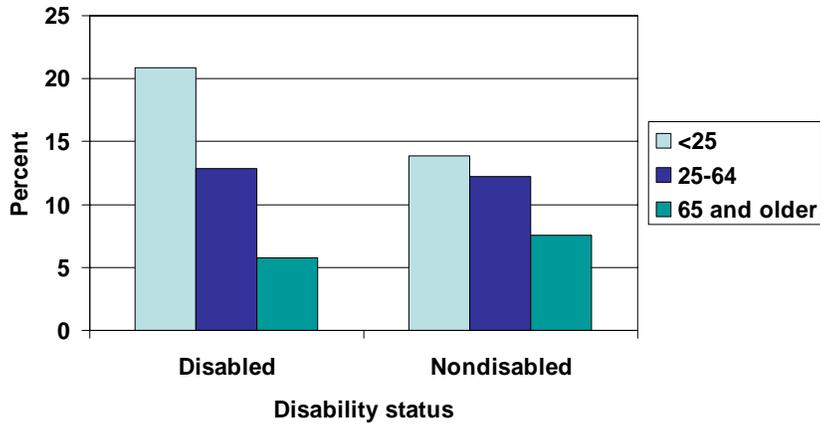
SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

Other modes of transportation used for local travel. Few of the elderly disabled used modes of transportation other than the PMV (Table A9):

- Taxicab (8.2 percent)
- Paratransit (7.2 percent)
- Electric wheelchair (6.2 percent)
- Public bus (5.8 percent)
- Private or chartered bus (4.7 percent)

Fewer elderly persons with and without disabilities rode on public buses than their younger counterparts (see figure 5) and fewer elderly disabled used taxicabs (8.2 percent) than disabled persons aged 25-64 (12.4 percent).

Figure 5. Public Bus Use



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

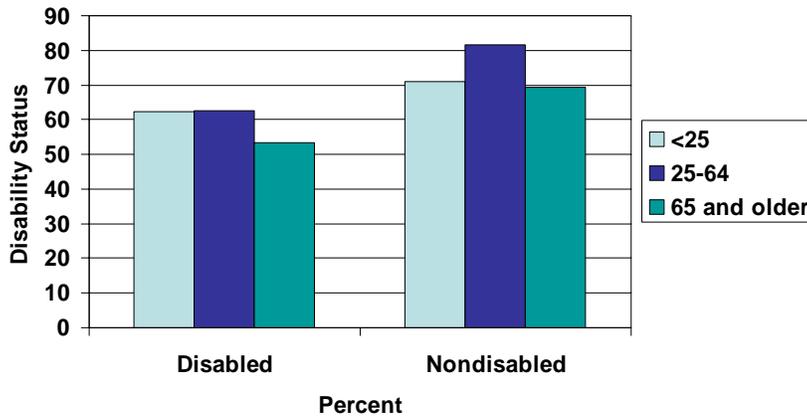
Although problems encountered when using other modes of travel were covered in the survey, the number of respondents using those modes and experiencing problems was too small to provide reliable population estimates (Table A14).

Transportation used for long distance travel

Figure 6 shows that about 7.4 million of the elderly disabled (53.4 percent) reported traveling long distance (more than 100 miles one way) in the past year (Table A16).

Both disabled and nondisabled elderly traveled less than those aged 25-64. The elderly disabled also traveled long distance less than elderly persons without disabilities.

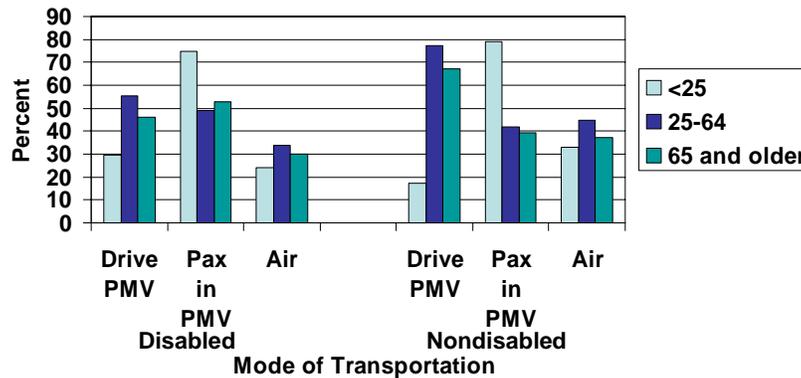
Figure 6. Long-distance travel



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

The two primary modes of transportation used by the elderly disabled for long distance travel are PMVs and commercial airplanes (see Figure 7 and Table A17). More of the elderly nondisabled drove (67.1 percent) compared to 46.3 percent of the elderly disabled, however, more of the elderly disabled were PMV passengers (53.0 percent) compared to 39.4 percent of the elderly nondisabled). About three-quarters of those < 25 years with and without disabilities rode as passengers, again possibly reflecting the inclusion of children who are not old enough to be licensed to drive.

Figure 7. Transportation used for long distance travel



SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 National Transportation Availability and Use Survey

Approximately 30.1 percent of the elderly disabled that traveled long distance flew in a commercial airplane indicating roughly 2.2 million elderly persons with disabilities have made long distance trips by airplane in the past year. About half of the elderly disabled airplane passengers (49.8 percent) experienced problems at airports and 28.6 percent experienced problems on airplanes (Table A18). Although cautious of small cell size, the problems cited the most by elderly disabled airplane passengers include schedules not kept (10.8 percent), security procedures too restrictive (21.6 percent), and inadequate seating (17.9 percent). These problems were also cited by the elderly nondisabled and the younger disabled (Table A19 and Table A20).

Discussion

The results of this data analysis show that elderly persons with disabilities are mobile and get out of the house. Although some of the elderly with severe disabilities are not getting out of their home, more than 90 percent of the elderly disabled and 98 percent of the elderly nondisabled indicate they leave their home at least once a week. Additionally, more than half of the elderly disabled are traveling long distance.

The data indicate that the elderly, both disabled and nondisabled, continue to rely on the personal motor vehicle as a primary mode of transportation for both local and long distance travel. The results suggest that while many of the elderly persons without disabilities are driving, many of the elderly with disabilities are riding as passengers in PMVs. This was particularly apparent when the destination was the doctors. Only a small proportion of the elderly disabled use alternate modes of transportation such as paratransit or public buses, but about one-third walked.

Even though elderly persons with disabilities remain mobile, there appears to be some reliance on others given that fewer of the elderly disabled are currently driving and the higher proportion of elderly disabled are passengers as compared to the elderly without disabilities. Although this 2002 survey shows a small proportion of elderly disabled used paratransit services, (slightly more than 900,000) the continual increase in the number of people over the age 65 could lead to an increased need for paratransit services. These types of services might fill an important gap for the users who cannot drive or do not have a driver available yet want to and need to leave their home. The future need for such services should be explored.

Finally, this report considers the elderly disabled to be aged 65 and older which encompasses a large range of ages. Physical abilities, health and medical conditions vary considerably even within this age group (as well as from person to person). Sample size limitations prevented detailed analysis of the elderly age group. Additional research should focus specifically on the travel patterns of those older than 65 in finer detail.

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Appendix A

Each table contains the weighted percent or weighted mean, the standard error, and the sample size. Estimates must be based on a sample > 30 and the coefficient of variation should be less than 30 percent. Samples smaller than 30 are shaded and cells with a coefficient of variation greater than 30 percent are italicized. Individual significance tests were conducted comparing the elderly with disabilities to 1. Persons with disabilities aged 25-64, 2. Persons with disabilities < 25 years and 3. Persons without disabilities aged 65 years and older. Significant differences at $p < .05$ are in bold.

Table A1. Average number of days leave home (weighted average, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Average number of days leave home per week	5.596	5.106	4.015	5.768	6.476	5.580
	0.184	0.102	0.116	0.067	0.039	0.089
	282	959	771	835	1616	449

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A2. Number of days leave home (weighted percent, standard error, sample size)						
Days leave home per week	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Never leaves home	<i>2.811</i>	1.804	8.613	<i>1.296</i>	<i>0.155</i>	<i>1.588</i>
	1.005	0.395	1.471	0.457	0.091	0.764
	10	25	62	9	3	6
1-2	<i>7.312</i>	14.535	25.390	5.110	1.816	6.614
	2.879	1.493	1.703	0.977	0.465	1.298
	17	154	199	40	26	33
3-4	<i>10.298</i>	17.763	22.170	10.808	4.110	18.048
	3.717	1.631	1.826	1.332	0.701	2.046
	20	196	177	85	71	81
5-7	79.579	65.899	43.826	82.785	93.920	73.750
	4.232	2.119	2.184	1.555	0.801	2.111
	235	584	333	701	1516	329

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A3. Number of days per week leave home by disability severity (weighted percent, standard error, sample size)									
	<25			25-64			65+		
	mild	mod	severe	mild	mod	severe	mild	mod	severe
Never leaves home	26.03	46.081	27.215	4.23	29.842	65.935	13.539	26.819	59.642
	16.425	19.511	15.283	3.973	10.496	10.705	4.835	6.569	7.772
	3	4	3	1	6	17	10	18	31
1-2 days	57.218	27.008	15.774	22.311	39.508	38.181	27.644	42.684	29.672
	27.075	18.911	10.873	6.892	4.996	4.566	3.201	3.923	3.744
	7	5	5	23	66	61	50	89	54
3-4 days	77.247	12.369	10.384	17.583 ^a	44.826	37.592 ^b	36.811 ^a	40.865	22.324 ^b
	11.196	5.847	7.663	3.685	4.852	4.871	4.549	4.183	4.915
	11	5	3	33	91	66	59	71	40
5-7 days	58.803	28.902	12.295	36.269 ^c	45.332	18.398	46.931 ^c	37.596	15.472
	5.428	4.271	2.932	3.288	3.507	1.897	4.219	3.800	2.238
	125	79	29	197	241	126	137	131	54

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A4. Severity of disability (weighted percent, standard error, sample size)			
	<25	25-64	65+
Mild	59.944	30.334	36.626
	4.843	2.510	2.646
	148	255	258
Moderate	27.538	44.006	38.316
	3.790	2.601	2.349
	94	407	311
Severe	12.518	25.660	25.058
	2.501	1.723	2.051
	40	274	183

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A5. Need help or have trouble getting transportation needed (weighted percent, standard error, sample size)								
	Disabled				Non-disabled			
	Total	<25	25-64	65+	Total	<25	25-64	65+
Need specialized assistance or equipment to travel outside the home	23.004	9.480	22.398	31.902	0.672	1.273	0.108	1.053
	1.258	1.924	2.049	2.209	0.220	0.521	0.080	0.447
	510	36	222	252	19	9	3	7
Have difficulty getting the transportation needed	12.274	8.877	13.641	11.472	3.326	3.960	3.155	1.104
	0.882	2.023	1.474	1.142	0.498	0.766	0.626	0.540
	256	31	135	90	80	32	43	5

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A6. Type of specialized assistance or equipment needed by persons with disabilities by age (weighted percent, standard error, sample size)				
Specialized assistance or equipment	Age			
	Total	<25	25-64	65 and older
Assistance from person while inside home	16.289	33.885	11.936	19.320
	1.874	8.457	2.478	3.103
	93	14	32	47
Assistance from person while outside the home	32.843	37.074	28.000	38.734
	2.947	8.859	4.995	3.486
	175	15	59	101
Interpreter	0.367	0	0.681	0
	0.265		0.490	
	2		2	
Professional care (rehabilitation or counseling)	1.292	6.574	1.130	0.645
	0.524	3.776	0.602	0.473
	9	3	4	2
Service animal	0.206	3.165	0	0
	0.207	3.218		
	1	1		
Manual wheelchair	21.948	33.011	17.266	26.500
	2.359	8.650	2.976	3.589
	128	12	47	69
Electric scooter or wheelchair	10.516	14.917	10.784	9.428
	1.633	6.813	2.476	1.889
	59	6	29	24
Cane, crutches, or walker	48.433	11.195	46.560	57.091
	3.415	5.229	5.240	3.595
	278	5	114	159

Leg, arm, back brace	4.461 1.134 24	9.229 4.766 5	6.022 1.756 14	1.556 0.935 5
Prosthetic device	1.841 0.625 11	1.167 1.189 1	2.123 0.970 5	1.569 0.747 5
Automotive adaptive aid	4.220 0.857 21	11.591 6.676 4	4.404 1.288 12	2.761 1.309 5
Public transportation aid	5.434 1.414 28	8.924 4.150 4	3.034 1.116 10	8.127 3.094 14
Hearing aid	3.296 1.025 15	0	3.609 1.659 6	3.412 1.324 9
Magnifiers or high-powered glasses	2.434 0.867 10	5.921 6.093 1	3.327 1.369 7	0.647 0.470 2
Oxygen	7.779 1.553 39	13.941 10.189 3	6.535 1.776 17	8.459 1.985 19
Medication	2.394 0.751 16	7.711 3.929 5	3.286 1.246 10	0.309 0.311 1
Home modifications	1.015 0.430 6	0	0.647 0.495 2	1.681 0.834 4
Other medical equipment	6.860 2.529 24	11.481 6.218 4	8.295 4.506 10	4.151 1.523 10

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey

Table A7. Difficulties for persons with disabilities in getting the transportation needed (weighted percent, standard error, sample size)

Difficulties	Age			
	Total	<25	25-64	65 and older
Don't have a car	26.133 3.663 60	15.927 6.878 6	27.882 4.989 34	26.378 5.797 20
No/limited transportation	33.495 4.120 83	31.050 10.200 9	37.353 5.835 48	25.421 5.216 26
No/limited taxi service	5.105 1.519 14	0	5.119 1.984 8	7.262 2.870 6
Buses don't run on time	12.875 3.114 26	0	17.952 4.576 22	6.399 2.898 4
Buses don't run when needed	8.168 1.719 23	4.124 3.051 2	9.918 2.637 16	5.766 1.766 5
Bus stops are too far away	7.639 1.778 24	1.292 1.340 1	9.038 2.636 14	7.053 2.463 9
Transportation doesn't accommodate specialized equipment	3.941 1.094 15	11.804 6.308 4	2.204 1.002 6	4.673 2.160 5
Disability makes transportation hard to use	16.854 2.307 49	6.502 3.662 3	19.880 3.416 32	14.144 3.720 14
Costs too much	7.346 1.820 20	7.592 6.625 2	7.721 2.281 13	6.355 2.963 5
Don't want to ask for help/inconvenience others	10.485 2.759 25	1.921 1.845 1	13.709 4.185 17	6.539 2.659 7
There's no one I can depend on	11.665 2.345 30	18.242 13.140 3	9.081 2.458 15	14.950 4.740 12
Fear of crime stops me from going places	0.934 0.652 2	2.699 2.488 1	1.009 0.950 1	0
Other	25.766 3.415 74	48.535 11.102 16	20.685 3.797 32	28.007 5.258 26

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A8. Currently a driver (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	15-24	25-64	65+	15-24	25-64	65+
Yes	46.455	70.843	59.935	70.756	92.697	90.427
	6.971	1.971	1.971	3.034	0.791	1.474
	53	687	461	215	1530	415

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey

Table A9. Transportation used in past month for local travel (weighted percent, standard error, sample size)						
Type of Transportation	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Drive a personal MV	49.143	68.558	55.5567	74.738	91.496	88.778
	7.492	2.021	2.035	3.016	0.816	1.618
	51	660	427	197	1514	406
Ride in a personal MV	89.629	77.532	70.464	91.889	77.682	62.240
	3.962	2.264	2.323	1.021	1.263	2.673
	257	732	521	759	1247	274
Ride in a carpool/vanpool	28.654	8.775	3.576	21.154	10.045	3.418
	5.217	1.295	0.850	1.575	0.946	1.078
	58	82	25	164	139	13
Ride on a public bus	20.861	12.849	5.774	13.841	12.220	7.588
	3.643	1.422	0.912	1.363	1.065	1.468
	50	131	42	110	167	32
Use paratransit	3.716	5.285	7.188	0.403	2.250	2.936
	1.065	0.907	1.229	0.238	1.036	1.292
	16	58	47	3	9	4
Ride on specialized service	2.550	4.022	2.899	0.217	3.630	3.289
	1.050	0.715	0.616	0.219	3.175	2.379
	9	37	23	1	3	3
Ride on private or chartered bus	6.289	3.902	4.734	7.697	4.029	4.728
	2.827	0.912	0.869	1.121	0.562	1.308
	13	34	35	64	66	21
Ride on a school bus	24.551	1.913	0	21.617	3.741	0.489
	3.915	0.821		1.616	0.616	0.395
	87	14		188	54	2
Ride on a subway/light rail/commuter train	9.465	7.104	2.045	8.512	11.102	3.158
	3.322	0.882	0.505	1.073	0.976	0.892
	20	73	17	70	179	18
Take a taxicab	8.683	12.421	8.207	7.477	11.583	4.537
	3.048	1.684	1.120	0.943	0.938	1.148
	18	103	54	72	188	21

Use an electric wheelchair, scooter, golf cart	1.950 0.826 9	6.321 0.828 76	6.200 0.975 45	2.102 0.563 20	2.853 0.508 43	2.396 0.784 10
Ride a bicycle	47.956 4.630 138	15.949 1.995 130	3.679 0.812 28	46.556 1.786 412	27.124 1.367 436	10.837 1.644 47
Walk	56.038 5.334 169	47.946 2.458 472	37.659 2.325 273	55.031 2.088 491	60.510 1.600 983	53.754 2.479 230
Other Transportation	12.018 4.540 21	5.402 1.062 52	2.769 0.704 20	4.811 0.791 49	5.839 0.689 103	4.540 1.086 21

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A10. Currently working or going to school (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Currently working (age > 15)						
Works fulltime for pay only	32.041 8.629 23	23.983 1.991 226	1.296 0.344 12	38.925 3.234 115	60.000 1.554 963	6.753 1.464 31
Works part time for pay only	18.398 6.726 23	7.858 1.394 73	2.958 0.796 20	25.787 2.902 70	7.050 0.753 118	7.740 1.854 37
Both for pay and volunteer	9.271 3.723 14	13.797 1.884 100	2.432 0.507 20	18.292 2.773 41	19.540 1.224 317	6.207 1.288 29
Volunteer only	13.990 6.605 11	8.329 1.286 79	15.396 1.887 112	3.267 1.165 12	4.191 0.647 63	21.397 2.209 104
Neither for pay or volunteer	26.299 6.036 28	46.033 2.024 483	77.918 1.909 605	13.729 2.482 30	9.219 0.865 156	57.903 2.789 248
Enrolled in school	67.573 5.279 225	6.574 1.240 51	0.604 0.323 5	67.109 1.452 587	8.186 0.844 127	0.575 0.324 3

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A11. Type of transportation used to commute to work (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Personal motor vehicle as a driver	44.503 10.236 34	68.426 3.479 336	78.496 3.761 123	73.329 3.072 173	87.361 1.140 1299	89.913 2.334 176
Personal motor vehicle as a passenger	<i>30.063</i> 10.605 23	13.585 2.968 52	<i>8.756</i> 2.468 16	14.717 2.319 36	4.016 0.660 42	<i>4.462</i> 1.663 10
Motorized Personal transportation	0	0	0	0	0	0
Carpool or vanpool/group car/van	<i>9.751</i> 7.658 3	<i>0.358</i> 0.262 2	<i>0.799</i> 0.808 1	<i>0.067</i> 0.069 1	<i>0.540</i> 0.215 7	0
Commercial airplane	0	<i>0.140</i> 0.141 1	0	0	0	0
Private or charter airplane	0	0	0	0	0	0
Intercity bus	0	<i>0.243</i> 0.245 1	0	0	<i>0.036</i> 0.036 1	0
Private or chartered bus	<i>0.287</i> 0.299 1	<i>0.115</i> 0.113 1	<i>1.256</i> 1.278 1	0	<i>0.053</i> 0.054 1	0
Public bus	<i>6.793</i> 5.300 3	<i>5.581</i> 2.159 19	<i>2.978</i> 1.198 7	<i>2.933</i> 1.266 7	<i>2.870</i> 0.631 31	<i>1.126</i> 0.629 3
School bus	0	<i>0.261</i> 0.261 1	0	0	0	0
Paratransit van/bus by Public transportation authority	0	<i>1.856</i> 0.931 8	<i>1.021</i> 0.719 2	0	<i>0.037</i> 0.037 1	0
Special transportation service by human services agency	0	<i>0.794</i> 0.425 4	0	0	0	0
Amtrak/Intercity	0	0	0	0	0	0
Subway/light rail/ or commuter train	0	<i>1.847</i> 0.648 10	<i>0.705</i> 0.653 1	<i>1.458</i> 1.036 3	<i>1.567</i> 0.376 22	0
Bicycle/pedalcycles	<i>4.231</i> 3.154 3	<i>0.807</i> 0.369 5	0	<i>1.681</i> 0.869 5	<i>0.552</i> 0.224 10	0

Taxicab	1.044 1.102 1	0.442 0.263 3	1.298 0.922 2	0	0.117 0.072 3	0
Works at home/home-schooled	0	0.778 0.395 5	2.295 1.210 4	1.379 1.102 2	0.756 0.363 9	1.737 0.870 4
Telecommutes	0	0	0	0	0	0
Walking/nonmotorized wheelchair	0.379 0.384 1	3.750 1.221 19	1.661 0.867 4	4.436 1.624 10	1.613 0.375 22	2.762 1.390 4
Other	2.950 2.580 2	1.016 0.349 6	0.735 0.547 2	0	0.481 0.173 9	0

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey

Table A12. Type of transportation used to go to the doctor (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Personal motor vehicle as a driver	21.841 4.600 38	60.887 2.246 566	54.221 2.124 382	19.354 1.136 170	89.735 0.927 1461	84.539 1.984 373
Personal motor vehicle as a passenger	65.657 5.071 220	28.932 2.237 279	37.381 1.919 275	75.729 1.339 623	4.658 0.661 62	11.587 1.986 52
Motorized Personal transportation	0	0	0	0	0	0
Carpool or vanpool/group car/van	2.951 3.022 1	0	0.527 0.306 3	0.043 0.031 2	0	0.230 0.233 1
Commercial airplane	0	0	0	0	0	0
Private or charter airplane	0	0	0	0	0	0
Intercity bus	0	0.132 0.133 1	0.112 0.112 1	0	0	0
Private or chartered bus	0	0	0	0	0	0
Public bus	2.908 1.086 9	4.192 0.820 39	1.964 0.588 14	2.714 0.707 18	2.747 0.565 34	2.309 0.820 10
School bus	0	0	0	0	0	0
Paratransit van/bus by Public transportation authority	0.429 0.444 1	0.908 0.421 9	2.428 0.624 14	0	0.006 0.006 1	0
Special transportation service by human services agency	0.285 0.287 1	1.389 0.444 12	0.969 0.375 8	0	0	0.528 0.331 3
Amtrak/Intercity	0	0.094 0.096 1	0	0	0	0
Subway/light rail/ or commuter train	2.066 1.818 1	0.401 0.205 4	0	0.354 0.277 3	0.854 0.298 13	0.304 0.284 1
Bicycle/pedalcycles	0	0.150 0.144 1	0	0.050 0.050 1	0.236 0.160 4	0
Taxicab	0.992 1.024 1	1.168 0.346 13	1.368 0.503 10	0.244 0.176 3	0.302 0.132 7	0.201 0.207 1
Works at home/home-	0	0	0	0	0	0

schooled						
Telecommutes	0	0	0	0	0	0
Walking/nonmotorized wheelchair	2.236 2.067 2	1.310 0.583 9	1.030 0.697 3	1.286 0.545 7	1.420 0.366 21	0.101 0.101 1
Other	0.635 0.650 1	0.436 0.224 4	0	0.226 0.229 1	0.009 0.009 1	0.201 0.194 1

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics,
2002 National Transportation Availability and Use Survey

Table A13. Type of transportation used for other local travel (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Personal motor vehicle as a driver	23.840 4.608 42	59.359 2.274 563	53.583 2.241 376	22.047 1.094 183	86.954 0.981 1429	83.078 1.958 365
Personal motor vehicle as a passenger	55.947 5.252 199	29.923 2.327 273	39.561 2.198 282	70.055 1.413 582	7.521 0.831 101	13.031 1.976 58
Motorized Personal transportation	0	<i>0.234</i> 0.138 3	0	0	0	0
Carpool or vanpool/group car/van	<i>2.956</i> 3.027 1	<i>0.194</i> 0.140 2	<i>0.169</i> 0.166 1	<i>0.207</i> 0.209 1	0	<i>0.230</i> 0.233 1
Commercial airplane	0	0	0	0	0	0
Private or charter airplane	0	0	0	0	0	0
Intercity bus	0	<i>0.133</i> 0.133 1	<i>0.112</i> 0.113 1	0	0	0
Private or chartered bus	0	0	0	0	0	0
Public bus	<i>4.975</i> 2.372 10	3.842 0.780 38	<i>1.440</i> 0.461 13	2.366 0.577 16	1.813 0.446 22	<i>1.360</i> 0.637 7
School bus	0	0	0	0	0	0
Paratransit van/bus by Public transportation authority	0	<i>0.278</i> 0.150 4	<i>1.562</i> 0.501 10	0	<i>0.006</i> 0.006 1	0
Special transportation service by human services agency	0	<i>0.422</i> 0.270 3	0	<i>0.156</i> 0.150 1	0	<i>0.185</i> 0.185 1
Amtrak/Intercity	0	0	<i>0.211</i> 0.214 1	0	<i>0.008</i> 0.008 1	0
Subway/light rail/ or commuter train	<i>2.070</i> 1.821 1	<i>0.291</i> 0.167 3	0	<i>0.549</i> 0.326 6	<i>0.664</i> 0.221 10	0
Bicycle/pedalcycles	<i>2.827</i> 1.163 8	<i>1.228</i> 0.665 7	0	2.505 0.610 35	<i>0.579</i> 0.174 12	<i>0.901</i> 0.484 3
Taxicab	<i>1.880</i> 1.213 3	<i>0.963</i> 0.336 9	<i>0.939</i> 0.449 6	<i>0.109</i> 0.102 1	<i>0.572</i> 0.278 5	<i>0.363</i> 0.267 2

Works at home/home-schooled	0	0	0	0	0	0
Telecommutes	0	0	0	0	0	0
Walking/nonmotorized wheelchair	5.268 3.486 9	2.722 0.728 22	1.329 0.703 6	1.634 0.618 12	1.773 0.438 28	0.652 0.445 3
Other	0.237 0.230 1	0.411 0.209 4	1.093 0.425 6	0.372 0.261 2	0.108 0.070 3	0.201 0.194 1

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey

Table A14. Problems experienced for local travel (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
As a walker	44.499 6.700 74	56.623 3.684 266	30.739 3.703 101	30.669 2.384 154	43.436 2.065 402	21.966 3.470 49
As a cyclist	27.655 4.533 50	51.315 7.147 60	34.309 9.613 9	27.530 2.688 119	46.592 2.563 192	24.956 7.497 10
At bus stops	35.948 9.865 18	46.340 6.137 58	33.706 10.271 11	32.274 4.993 35	38.191 4.696 63	13.999 6.588 4
On a bus	32.512 8.860 14	31.310 5.420 42	32.871 8.702 11	20.790 4.526 25	26.184 4.010 42	9.391 5.550 3
At subway stations	39.603 18.011 6	39.016 7.991 28	6.499 5.906 1	23.815 6.090 18	47.098 4.874 74	22.063 10.453 3
On subway trains	53.197 18.662 8	29.144 6.050 23	13.568 8.858 2	18.239 5.545 13	30.597 4.485 51	11.942 7.455 2
Using paratransit	16.301 10.313 2	35.468 8.443 20	22.940 8.119 11	0	48.637 22.398 2	0

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Tables A15. Problems experienced as walkers (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Problems experienced	44.499 6.700 74	56.623 3.684 266	30.739 3.703 101	30.669 2.384 154	43.436 2.065 402	21.966 3.470 49
Audible/visual/tactile info limited	0.478 0.363 2	2.645 1.607 7	0.870 0.658 2	0.896 0.480 5	0.947 0.392 8	1.009 0.583 3
Crosswalk time too short	6.066 4.709 3	6.272 2.055 27	3.083 1.009 11	1.218 0.553 5	3.389 0.655 31	1.357 0.686 4
Crosswalks not marked/missing	6.526 3.671 9	6.058 1.834 25	2.690 1.055 7	4.387 1.154 22	4.958 0.897 42	0.871 0.526 3
Curb cut/ramp/stair/grade problems	1.796 0.830 6	4.383 0.855 31	3.549 0.998 13	2.117 0.683 10	2.255 0.619 18	0.494 0.503 1
Difficult to see/be seen	2.065 1.216 3	1.455 0.685 8	0.808 0.636 2	0.599 0.318 3	0.534 0.251 7	0.385 0.288 2
Don't know when its safe to cross	8.173 3.824 10	4.901 1.751 17	3.971 1.519 10	3.172 0.991 13	2.480 0.646 21	1.286 0.984 2
Drainage poor	0.825 0.842 1	2.334 1.934 4	0	0	0.100 0.099 1	0
Drivers don't stop for me	9.400 4.650 13	9.005 1.384 40	4.239 1.111 16	5.993 1.328 28	7.963 1.027 77	4.497 1.652 10
Grates and gaps	0.710 0.706 1	0.572 0.310 4	0.236 0.240 1	0.912 0.556 3	0.454 0.218 5	0.967 0.674 2
Insensitive/unaware drivers	12.208 4.771 16	14.246 2.097 64	5.055 1.512 16	6.302 1.205 33	11.979 1.335 111	4.565 1.506 10
Insensitive/unaware pedestrians	0.760 0.787 1	0.892 0.481 4	1.119 0.646 4	1.287 0.628 5	1.440 0.463 16	3.744 1.690 5
Lighting inadequate	0.505 0.529 1	2.814 1.9465 6	0.151 0.156 1	0.680 0.466 3	0.716 0.359 5	0
Median/island problems	0	0.648 0.403	0.324 0.306	0.170 0.164	0.303 0.173	0

		3	1	1	4	
Moving traffic too close to me	1.559 0.848 4	2.224 0.824 13	1.023 0.488 4	1.751 0.684 8	2.155 0.498 21	2.500 1.180 4
Obstacles/protrusions	2.642 1.338 6	2.684 0.744 18	2.800 1.048 10	1.969 0.717 9	1.881 0.544 21	2.909 1.443 5
Passing space/width limited	0.886 0.711 2	1.863 0.591 13	1.272 0.706 4	0.367 0.236 3	0.592 0.278 7	1.283 1.192 1
Surface problems (potholes/cracks)	6.492 1.626 18	13.353 2.275 64	6.141 1.344 22	5.069 1.211 23	10.733 1.224 95	4.408 1.388 13
Too few/missing sidewalks/paths	10.572 3.053 22	10.783 2.354 53	3.159 1.064 11	10.819 1.597 58	11.597 1.127 115	7.116 2.023 14

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A16. Long distance travel (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Yes	62.221	62.502	53.375	70.879	81.748	69.317
	4.890	2.126	2.284	2.100	0.982	2.277
	189	619	413	615	1343	315

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey

Table A17. Transportation used in past year for long distance travel (weighted percent, standard error, sample size)						
Type of Transportation	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Personal motor vehicle as a driver	29.750	55.459	46.261	17.131	77.451	67.070
	6.091	3.072	3.237	1.549	1.408	2.364
	30	340	183	115	1049	202
Personal MV as a passenger	74.874	49.062	52.981	78.878	41.759	39.400
	4.602	2.939	3.165	2.075	1.642	2.711
	147	324	237	487	561	122
Motorized personal transportation	0	0.243	0.233	0	0.166	0.240
		0.173	0.234		0.168	0.242
		2	1		1	1
Carpool or vanpool/group car/van	0.939	1.036	0.121	1.627	1.209	0.894
	0.703	0.424	0.120	0.579	0.340	0.553
	2	8	1	9	15	3
Commercial airplane	24.059	33.974	30.093	33.091	44.808	37.008
	4.731	3.035	2.798	2.195	1.517	2.672
	48	210	136	206	626	119
Private or charter airplane	0.441	2.152	0.336	0.895	1.616	1.117
	0.320	1.431	0.338	0.409	0.385	0.638
	2	7	1	8	24	4
Intercity bus	6.835	3.571	1.275	3.613	3.030	2.661
	5.471	0.827	0.522	0.947	0.569	1.012
	4	22	7	20	30	9
Private or chartered bus	6.684	2.922	5.017	5.864	4.019	6.866
	1.897	0.757	1.163	1.164	0.654	1.674
	16	18	25	30	52	22
Public bus	0	2.588	0.524	1.377	1.049	0.311
		0.757	0.381	0.604	0.355	0.223
		11	2	7	13	2
School bus	3.421	0.066	0	2.110	0.735	0
	1.321	0.066		0.615	0.291	
	10	1		14	8	
Paratransit van/bus by public trans. authority	0	0	0.786	0.215	0.039	0
			0.542	0.211	0.039	

			2	1	1	
Spec transportation service by human services agency	0.284 0.275 1	0.231 0.140 3	0.315 0.318 1	0	0	0
Amtrak/intercity	5.412 2.877 6	5.432 1.702 24	4.543 1.142 19	2.727 0.784 19	4.066 0.618 57	3.169 1.194 9
Subway/light rail/commuter train	0.779 0.576 2	2.033 0.980 9	1.156 0.484 6	2.207 0.699 12	2.703 0.541 35	0.769 0.466 3
Bicycle/pedalcycle	0	0.218 0.185 2	0.320 0.233 2	0.161 0.163 1	0.858 0.245 13	0.565 0.519 1
Taxicab	0.466 0.356 2	1.089 0.477 7	0.495 0.304 4	0.725 0.336 6	1.519 0.300 28	2.255 0.980 7
Works at home/homeschooled	0	0	0	0	0.099 0.099 1	0
Telecommutes	0	0.308 0.220 2	0	0	0.144 0.090 2	0
Walking/nonmotorized wheelchair	0.265 0.274 1	0.126 0.096 2	0.786 0.379 5	0.342 0.321 1	0.884 0.263 16	1.257 0.817 3
Other transportation	10.847 4.630 12	5.553 1.583 32	3.292 0.880 16	3.167 0.743 26	4.789 0.770 60	2.870 0.828 14

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A18. Problems experienced with long distance travel (weighted percent, standard error, sample size)						
Days leave home per week	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
At airports	37.423 10.406 21	59.566 6.077 119	49.842 5.665 65	32.217 3.456 64	52.451 2.624 312	41.788 5.377 45
On Airplanes	36.772 10.970 15	34.207 5.509 64	28.632 5.045 32	15.985 3.018 36	27.946 2.162 164	23.929 5.070 21
At intercity bus stations	85.316 56.670 2	56.256 13.214 12	16.853 12.860 2	7.394 5.522 4	28.295 10.478 7	4.346 4.771 1
On buses	85.316 56.670 2	44.872 13.184 10	0	16.356 13.092 3	29.042 9.640 9	21.496 14.440 2
At train stations	18.680 16.289 2	24.958 9.691 9	22.997 8.930 5	36.335 13.977 7	31.782 7.338 18	24.521 25.873 1
On trains	4.529 4.846 1	15.441 7.033 6	11.810 6.237 3	20.844 14.515 4	35.281 6.835 20	58.383 24.252 3

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A19. Problems experienced at airports (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Problems experienced	37.423 10.406 21	59.566 6.077 119	49.842 5.665 65	32.217 3.456 64	52.451 2.624 312	41.788 5.377 45
Audible/visual/tactile info limited	2.909 1.841 3	1.143 0.652 4	0.759 0.764 1	0.449 0.456 1	0.251 0.166 3	0.989 1.009 1
Curb cut/ramp/stair/grade problems	1.236 1.307 1	0.326 0.328 1	0	0	0.086 0.087 1	0.989 1.009 1
Difficult to see/be seen	0	0	0	0	0	0
Drainage poor	0	0	0	0	0	0
Elevators/escalators broken/missing	0	0.572 0.426 2	0	0	0.059 0.060 1	0
Fare purchase difficult	0	1.377 3	0	0.822 0.833 1	0.336 0.208 3	0
Insensitive/unaware passengers	0.708 0.731 1	0.154 0.156 1	0.491 0.462 1	2.225 1.089 5	0.307 0.242 2	0.889 0.863 1
Lighting inadequate	0	0.361 0.365 1	0	0	0.357 0.358 2	0
Obstacles/protrusions/debris	0	0.732 0.445 3	0	0	1.113 0.535 5	0
Passenger travel info inadequate	0.975 1.010 1	2.637 1.311 5	1.318 0.975 2	0.822 0.833 1	1.789 0.648 12	0
Passing space/aisle width limited	2.586 2.043 2	1.387 1.087 2	0	0.822 0.553 2	0.505 0.267 4	0
Personal assistant not allowed	0.708 0.731 1	0.108 0.109 1	0.146 0.149 1	0.062 0.062 1	0.202 0.147 2	0
Personal safety concerns	1.226 1.292 1	1.840 0.878 6	1.593 0.905 3	0.643 0.522 2	2.019 0.780 11	0
Restroom facilities inadequate	0	0	0	0	1.019 0.483 6	0.946 0.892 1

Schedule not kept	6.552 3.746 4	15.864 3.792 34	10.845 2.813 16	15.463 3.235 26	18.489 1.997 117	6.965 1.961 12
Seating inadequate	1.327 1.079 2	7.446 4.324 7	1.685 0.776 5	1.584 0.957 4	3.508 1.213 17	1.347 0.919 2
Security procedures too restrictive	10.874 5.999 4	19.383 3.570 48	21.572 4.621 28	12.612 2.801 27	27.200 2.285 156	19.957 4.158 21
Shelter inadequate	0	0	0	0	0.174 0.173 1	0
Staff assistance/sensitivity poor	8.846 56.430 4	11.524 3.934 22	1.709 1.040 3	0.950 0.593 4	3.410 0.781 21	2.864 1.453 4
Surface problems (potholes/cracks)	0	0	0	0	0	0
Ticket counter too high	0	0	0	0	0.363 0.340 1	0
Too few/missing sidewalks/paths	0	0	0	0	0	0
Tram/moving sidewalk problem	0	1.513 0.692 6	0	0.294 0.295 1	0.204 0.143 2	1.933 1.962 1
Unable to communicate with staff	1.683 1.276 2	0	0.365 0.387 1	0.822 0.833 1	0.255 0.151 3	0
Wheelchair unavailable	0	3.786 1.925 5	0.899 0.644 2	0	0	0
Parking inadequate	0	3.119 1.141 9	0.360 0.348 1	0.449 0.456 1	1.696 0.633 12	2.445 1.484 3

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002 *National Transportation Availability and Use Survey*

Table A20. Problems experienced on airplanes (weighted percent, standard error, sample size)						
	Disabled			Non-disabled		
	<25	25-64	65+	<25	25-64	65+
Problems experienced	36.772 10.970 15	34.207 5.509 64	28.632 5.045 32	15.985 3.018 36	27.946 2.162 164	23.929 5.070 21
Audible/visual/tactile info limited	0	0	0.822 0.832 1	0.049 0.048 1	0	0
Board/exit time inadequate	0	0	0	0.330 0.310 1	0.566 0.413 3	0
Boarding/exiting equipment inadequate	0	0	0	1.045 1.060 1	0.112 0.113 1	0.613 0.620 1
Difficult to Board/exit	2.338 1.758 2	1.041 0.581 4	0.719 0.175 1	0	0.059 0.060 1	0
Equipment storage inadequate	0	1.176 0.760 4	0.741 0.743 1	0	0.304 0.235 2	0
Insensitive/unaware crew	1.234 1.216 1	0.683 0.411 3	0	0.890 0.827 1	0.868 0.350 8	0
Insensitive/unaware passengers	0.929 0.977 1	1.516 0.697 6	0.796 0.806 1	1.533 1.272 2	1.841 0.493 14	0
Left on board without help	0	0	0	0	0	0
Lighting inadequate	0	0	0	0	0	0
Obstacles/protrusions	0	0	0	0	0.060 0.036 1	0
Passenger travel info inadequate	0	0.233 0.236 1	0	0	0.112 0.113 1	2.899 2.133 2
Passing space/aisle width limited	0	1.677 0.682 8	7.452 3.898 6	0.426 0.418 1	2.832 0.820 15	4.057 1.894 5
Personal safety concerns	0.885 0.931 1	3.126 1.327 6	4.777 3.230 2	0.782 0.564 3	4.360 1.133 19	0.593 0.603 1
Restroom facilities	1.236	1.337	0.481	3.038	1.032	1.042

inadequate	1.307 1	0.753 4	0.485 1	1.305 5	0.543 6	0.761 2
Seating inadequate	20.919 9.592 7	24.926 5.843 37	17.871 4.187 21	7.832 2.010 16	14.462 1.908 86	17.663 4.405 16
Service animals not permitted	0	0	0	0	0.214 0.216 1	0
Staff assistance/sensitivity poor	6.019 6.253 1	1.352 0.598 6	0	0	1.263 0.469 9	0.613 0.620 1
Wheelchair damaged	0	0	0	0	0	0
Wheelchair space inadequate	0	0	0.719 0.675 1	0	0	0

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, 2002
National Transportation Availability and Use Survey